TIMES-VIRGINIAN

In the Heart of Virginia's Dark Tobacco Belt

Appomattox, Virginia

ESTABLISHED 1892

Mr. and Mrs. Calvin Robinson ..... *Editors and Publishers*

Entered as second-class matter at the Post Office at Appomattox, Virginia, under Act of Congress of March 3, 1879.

Address all correspondence to the Times-Virginian, Appomattox, Va. Subscription rate: $2 a year, payable in advance. Single copy 6c. National advertising representative: Weekly Newspaper Representatives, Inc., 920 Broadway, New York City. Advertising rates upon request.

WELL DONE, JOE!!

Appomattox should be proud of the job done last week-end by Joe Fieniken, and the other local amateur radio operators, who took the lead in bringing nearly 300 people to our community from 13 states, for the "Graveyard Net" get-together and gabfest at Holliday Lake. It was just about perfectly planned and staged, and the occasion was so successful that the "ham operators" want to come back to Appomattox each year for similar events. Such events are worthwhile, for their educational factor, and for enabling fellowship to grow between those having similar interests. Indeed, we invite these fine people to come back again to Appomattox.

* * * * * * * *

WEIRD ARGUMENT OVER APPOMATTOX

(An Editorial in The Richmond Times-Dispatch, Saturday, July 7)

A strange argument has broken out in a few isolated spots over the plan to restore the little hamlet of Appomattox to the appearance it had when LEE surrendered to GRANT there in 1865.

We note a reference in the Columbus, Ohio, Dispatch to arguments of "Maryland newspapers" that the restoration is "a very foolish project." The contention is advanced in Maryland, it appears, that "a simple monument to proclaim that on this spot GEN. LEE surrendered is better than a restoration on a 'fake setting.'"

The Chicago TRIBUNE erupted recently with the declaration that "only the thoughtless can approve the government's plan to restore and prettify the place of LEE'S surrender at Appomattox," and it went on to say, amazingly, that "Appomattox neglected and in ruins was the symbol of how to make a peace that will last."

All of which seems to us to make no sense at all.

In the first place, the argument advanced by unidentified Maryland newspapers that a "simple monument" would be better comes about 25 years too late. That precise plan was proposed in the early 1930's by Virginians, and a thoroughly fair and nonpartisan monument was selected by a commission of which the late William C. Noland, Richmond architect, was chairman. But the monument was to be paid for with a $1000,000 appropriation from the United States Treasury. More, it was to contain bas reliefs of both LEE and GRANT.

Certtain leaders of Confederate organizations hit the ceiling with a bang when they learned that federal money, appropriated by Congress, was to finance the monument. This seemed to them proof that the whole thing was a plot to humiliate the South. They also viewed with particular alarm the fact that the head of "that butcher" GRANT was to appear on the shaft. Ignoring GRANT'S magnificant generosity to LEE at Appomattox and thereafter, they made such a preposterous fuss of racket that the National Park Service abandoned the plan.

An even better one was then evolved. This was to restore the place of the surrender and its surroundings as nearly as possible to the way they looked when the Army of Northern Virginia laid down its arms there. the courthouse burned in the 1890's, and was rebuilt on the railroad three miles away, where the thriving modern town of Appomattox has grown up, all that is involved is the restoration or rebuilding of a handful of structures in the abandoned village of Appomattox.

Work on this project has been going on since 1940, although our friends in Maryland, Ohio and Illinois seem to be unaware of the fact. The McLEAN HOUSE, where the surrender took place, was completely rebuilt several years ago, from the original plans, and with much of the original brick. Restoration of the tavern, the jail, the country store, and the BOCOCK and PEERS homes also has been completed. A few other such tasks remain, along with some relocating of roads.

Where is the "fake setting," to which somebody in Maryland has referred? What possible logic is there in the Chicago comment that what is preferred is an "Appomattox neglected and in ruins"? It was not in ruins in 1865. What is desired is to have it restored so that it will look precisely as it did then.

What conceivable objection can anybody have to that?

* * * * * * * * *

CONSUMER PRICES UP

Despite talk of recessionary trends, which are certainly present in the automotive industry, the Government has reported a major spurt in the consumer price index. A recent rise of 0.4 per cent, covering the period from mid-April to mid-May of this year, puts the index at 115.4. This is equal to the record of October, 1953, and 1.1 per cent higher than that of May, a year ago.

The index is baesd on the number 100, which is the 1947-49 price average.

The latest Government report indicates a further rise is to be expected in the next few months, although no such rise as that reported from mid-April to mid-May is necessarily forecast. That rise was the third in succession, and the largest of the three successive increases. Its effect is a threat to the stability of the index which has moved back and forth in a very narrow range for some three years.

* * * * * * * * *

LOWER AIR FARES TO EUROPE

The world's airlines have formally approved another reduction of overseas rates from the United States to Europe. If the various governments concur in the development, excursion rates will be offered, starting Octobr 1st of this year.

At that time, a New York - London round-trip ticket will sell for $425. This is a regular-fare excursion ticket, and not a tourist fare or special price.

Another class of service will also be offered, which will be known as third-class service. This service, with a minimum of luxuries, will not be offered the public until April, 1958. But, at that time, the price of a third-class round-trip ticket to London and back from New York, will be less than $420.

The latest proposal for air fare reductions is another in a continuing trend toward lower and lower airline passenger rates. The new excursion rates mean that a London-bound passenger can travel from New York for about $212.50. If these excursion rates are coupled with family-plan flying, it may be that the average cost for crossing the Atlantic and returning will be brought down to just a little over $300.

* * * *

The general belief that fish is "brain food" is now declared erroneous by scientists. They probably arrived at this conclusion by noting that fish is eaten largely on Friday and observing the foolish things people do on the week-ends. —Mobile Register.

* * * * * * * * *

Everyone is for the best interests of the community, until his own interests conflict.

Washington Notes

HIGHWAY BILL

The keystone of the new Federal-aid highway program is a 41,000-mile network of interstate highways linking forty-two state capitals. The Federal Government would allocate $25,000,000,000 among the states to pay 90 per cent of the cost of completing the interstate system in the next thirteen years. Projected tax increases are designed to produce $14,814,000,000 in the next sixteen years.

'56 PIG CROP

This year's spring pig crop totaled 53,085,000 head, a drop of 8 per cent from last year's big spring crop, according to the Agriculture Department. The department also forecast the 1956 fall pig crop at 35,000,000, 8 per cent smaller than the fall crop of last year. This means that the supplies of pork during the coming fall, winter and spring season will be smaller than a year earlier and that hog prices are likely to average considerably above the depressed levels of a year ago.

AMERICAN TRAVELERS

Americans traveling in Europe and the Mediterranean area spent a record $427,000,000 last year and will probably spend more this year, the Commerce Department reports. They spent another $415,000,000 to get there and back. An estimated 482,000 United States residents went to European and Mediterranean countries last year for pleasure and business and the average trip cost $1,530. Of this $650 went for the airplane or steamship ticket, and $880 was spent in the countries visited.

MOUNTAIN VISITORS

A total of 226,021 persons visited the Great Smoky Mountains National Park in May, boosting the total count for the year to 53,663. While the vacation season has hardly begun, the Park Service reported this is 21 per cent higher than the total for the first five months of 1955.

POLIO VACCINE

Salk poliomyelitis vaccine is now being produced faster than some areas can use it, according to the U. S. Public Health Service, which recently released 4,170,591 shots, raising the output during June to more than 10,000,000. That is more than one-third of all the vaccine released in 1955.

NEW HOMES

American families have invested more than $100,000,000,000 in new homes since the end of World War II in 1945. The new homes have an average value of $10,000.

PRAYER POSTMARK

President Eisenhower recently signed into law a bill providing for a stamp cancellation postmark with the slogan, "Pray for Peace." Postmaster General Summerfield has ordered the Post Office Department to move promptly in supplying about 10,000 first and second class post offices with special dies to permit use of such stamp cancellation.

CONSTRUCTION

Despite a 12 per cent drop in private housing starts, construction outlays this year will exceed those of 1955 by 4 per cent, according to the Labor and Commerce Department. Their estimates for all types of building were raised to $44.5 billion, compared with a forecast of $44 billion issued last November, and with actual spending of $43 billion in 1955.

NOW!

(Editor's note: Thanks to Mayor R. D. Robinson for handing us the clipping below:)

If you have hard work to do,
Do it now.
Today the skies are clear and blue,
Tomorrow clouds may come in view,
Yesterday is not for you!
Do it now.

If you have a song to sing,
Sing it now.
Let the notes of gladness ring
Clear as song of bird in Spring,
Let every day some music bring;
Sing it now.
If you have kind words to say,
Say them now.
Tomorrow may not come your way.
Do a kindness while you may;
Loved ones will not always stay.
Say them now.

If you have a smile to show,
Show it now.
Make hearts happy, roses grow.
Let the friends around you know
The love you have before they go.
Show it now.

—Anonymous.

GOLDEN GLEAMS

They never sought in vain that sought the Lord aright! —Burns.

Let not happen which I wish, but that which is right. —Menander.

Resort to sermons, but to prayers most:
Praying's the end of preaching.
—Herbert.

And Satan trembles when he sees
The weakest saint upon his knees.
—Cowper.

EHRICH'S

Optometrist and Opticians

1107 MAIN ST. — LYNCHBURG

Hours 9 a. m. to 5 p. m. — Wed. 1 p. m.

1st

IN LYNCHBURG

First National

TRUST AND SAVINGS BANK

of LYNCHBURG

Member Federal Deposit Insurance Corporation

From where I sit ... *by Joe Marsh*

"Keep The Change"

If you've seen "Mac" Johnson this week, chances are he's told you his waitress story. For those who haven't heard:

"Mac" recently stopped at an out-of-town diner. He ordered the chef's special—and his waitress (brand new on the job) made every possible mistake. She confused the order, spilled the soup, dropped the rolls, brought him a wrong dessert.

Despite it all, "Mac" left a substantial tip. But she smiled and handed the money back. "Keep it, Mister—you've sure earned it more than I have," she said.

From where I sit, that girl deserves credit for admitting her shortcomings—something that everyone is big enough to do. For instance, I'm convinced lots of folks know they're wrong when they deny me the right to a glass of beer with my supper ... not because they happen to prefer some other beverage. They wouldn't like me ordering them to accept *my* choice.

Joe Marsh

Copyright, 1956, United States Brewers Foundation

Big brothers of the best seller

... and every bit as modern!

Series 9000 L.C.F. Series 10000 Tandem

Chevrolet Heavyweight Champs

New Loadmaster V8! This big *heavy-duty* load puller delivers 195 hp. 310 ft.-lbs. of torque! It's the leader in its class for compact short-stroke design that delivers most horsepower per pound!

New *Powermatic* Transmission!* Six fully automatic forward speeds virtually eliminate manual gear shifting on hills or in traffic! Revolutionary "Retarder" gives safer downhill hauling, less brake wear!

New Triple-Torque Tandems! Optional at extra cost in new Series 10000 models, new Triple-Torque Tandem hikes G.V.W.'s up to 32,000 lbs., G.C.W.'s up to 50,000 lbs.!

New big-truck styling! That sleek, massive front-end styling reflects the POWER these new Chevies provide, helps build your business prestige!

Modern features such as these spark all phases of performance. If big trucks are part of your business, we'll expect to see you soon! **Optional at extra cost in Series 5000 through 10000 truck models.*

Champs of every weight class!

Only franchised Chevrolet dealers CHEVROLET *display this famous trademark*

Moses Motor Company

Phone 3773 Dealer's License No. 3 Appomattox, Va.

THE BIBLE SPEAKS

DR. KENNETH J. FOREMAN

International Students Sunday School Lesson

Devotional Scripture: John 4:39-42; Lesson 2:23-25.

Devotional Reading: John 3:14-21.

Savior of Men

Lesson for July 15, 1956

Dr. Foreman

[illegible] Bible does not say that Je[illegible] saves men from hell. It [illegible] say that he saves men from [illegible] sins. This is much more im[illegible]tant: for suppose a man were [illegible] from hell but not from his [illegible]. Perverted by sin, such a man [illegible] carry his own hell with him [illegible] through the [illegible] of heaven. [illegible] the Sav[illegible] of men here [illegible] now, not in [illegible]ture alone. [illegible] the living [illegible]est. In the [illegible] the word [illegible]ve" means, [illegible] of all, to rep[illegible] Christ as [illegible]ur comes to the rescue of [illegible] who are chained and beaten, [illegible] who are the victims of their [illegible] selves, bondsmen of the [illegible] Your worst self hates your [illegible]self. Left alone, your best self [illegible] a very slim chance, if any, [illegible] need to be rescued from your[illegible] and Christ is the rescuer [illegible] man needs.

[illegible]ANSWER

[illegible] does Christ rescue men? [illegible] Bible suggests, and the church [illegible], many answers. Let us look [illegible]. Christ rescues men by [illegible] their sins on himself. As a [illegible] Christian writer (Hordern) [illegible] it, he "took the rap" for man[illegible]. At St. Paul put it, "He who [illegible] no sin was made to be sin, [illegible] . . ." In a long-ago battle [illegible] independence, the story [illegible] he one of the front-line sol[illegible] seized as many of the ene[illegible] spears as he could gather in [illegible], and forced himself on [illegible] thus making by his death a [illegible] through which his fellow-sol[illegible] poured to victory. In North [illegible], when the United States [illegible]ment was about to punish [illegible] Cherokee Indians for an al[illegible] crime, their chief Junaluska [illegible] to give his own life if the [illegible] would let his people [illegible] he was killed, and his peo[illegible] went free. These are imperfect [illegible]tations of what Jesus Christ [illegible] as sin-bearer, as self-giving [illegible]fice. He "tasted death for [illegible]y one." That does not have to [illegible] done twice.

[illegible]ANSWER

[illegible]other way in which Christ [illegible] is by just being himself. [illegible] there was a school-room in [illegible] the small boys and girls [illegible]ed to learn a courtesy, a gra[illegible] of manner, which chil[illegible] in other rooms did not learn. [illegible] one who wondered how the [illegible] did it, and who knew how [illegible] it is to teach some children [illegible] the ABC's or of politeness, [illegible] one of the boys how the [illegible] did it. "She don't teach us [illegible]." the small boy said. "She [illegible] walks around, and we fee' as [illegible] as anything." A well-known [illegible] hymn sings, "I want to see [illegible] Jesus, in my heart." Jesus [illegible] men from their sins by so [illegible]ding them that they know [illegible] is nothing better than to be [illegible] him. If you are learning to [illegible] the piano, you don't learn [illegible] by listening to poor pianos [illegible] played. You learn by listen[illegible] to a master-pianist, a real art[illegible]. Now there is an easy way of [illegible]understanding this matter of [illegible] saving us by his example: [illegible] suppose that we must every [illegible] compare him with ourselves, [illegible]ing too to speak a chart on [illegible] our "spiritual progress" is [illegible] every day—30% like Jesus [illegible], 25% in 1956, and so on. [illegible] is absolutely the wrong way [illegible]: all you become is a Phari[illegible]. The right way is to keep our [illegible] fixed on Christ, so to love [illegible] in sincere earnest, that we [illegible] grow more and more like [illegible] one may say almost without [illegible]ing it. True saints are not [illegible]metimes.

[illegible] Guest

[illegible] Jesus invited himself to [illegible] at the house of a very [illegible] character named Zaccheaus. [illegible] dinner Jesus said, "Salva[illegible] has come to this house," and [illegible] that Zaccheaus began to [illegible] different man from that after[illegible]. In the last book of the New [illegible]ment a picture is drawn of [illegible] standing outside a closed [illegible]: "If any one hears my voice [illegible] opens the door, I will come [illegible]." So Christ saves men by [illegible] their permanent unseen [illegible] behind the Inner Compan[illegible] whose very presence is a sav[illegible] power. Christ is Saviour, not [illegible] by what he does for men, [illegible] by what he does in men. Being [illegible] is more than knowing or [illegible]; being saved is becom[illegible] by his invitation, host to the [illegible] of all.

[illegible] on outlines copyrighted by the [illegible] of Christian Education, Na[illegible] Council of the Churches of Christ [illegible] America, Released by Community [illegible]

How To Drive On A Fast Superhighway

Superhighways are not the accident cure-all their enthusiastic early supporters claimed they were, according to the National Safety Council, because even the best road can't overcome driver error.

However, you can avoid trouble on your vacation travels and enjoy wonderful facility of movement if you understand the danger points of superhighway driving. Here are some tips from the Council:

1. Speed causes most of the trouble—not just ordinary speed, but race track speed which the ordinary motorist seldom contends with. High speed does two things: it gives you less time to think and react in an emergency situation, and it increases the severity of an accident if one does occur. Authorities finally had to impose speed limits on the super roads, because the average driver just couldn't cope with upwards of 70 m.p.h. The limit now is 60 on many roads, and it is a recommended top speed whether there is a posted limit or not.

2. Don't get too conservative, though. Slow drivers cause trouble, too. Traffic experts agree that accidents result from what the engineers call conflicts in movement, and one way to have a conflict is to have some cars traveling a lot faster or slower than the average. So try to drive at about the same pace as traffic in general—neither passing nor being passed frequently.

3. Such differences in speed cause one of the most common types of superhighway accidents—the rear-end collision in overtaking and passing. Fast drivers close the gap on trucks, buses and slower-moving cars much more quickly than they expect, from their previous experience. Result: they swing out too late to clear the vehicle ahead or fail to see it in time at night.

4. Another common accident location is the interchange — the cloverleaf intersection or other means of entry and exit. These cause the speed differential that is so dangerous in fast traffic. A well-designed road should have an acceleration lane for entering cars so that they can reach the proper pace before merging with traffic. When traffic is heavy, however, entering cars must wait for a chance to break in, and are then forced to come into the traffic stream too slowly. Cars slow down in leaving, too, especially if the driver is uncertain of his route or of the design of the interchange. It is a good idea for through traffic to stay away from the right-hand lane when approaching an interchange. Then you won't be confronted suddenly with a rapidly-breaking car leaving the road, or a slowly moving one pulling in front of you.

5. Speed makes it foolhardy to follow another car closely, as proved by the multiple chain reaction crashes that have ocurred on superhighways. The interval of one car length for every 10 miles of speed is not enough on an expressway. So allow plenty of room for slowing and stopping. Remember this: at 40 m.p.h. your car will go 44 feet between the time you see danger and you get your foot on the brake, then 84 additional feet to stop if your brakes are good. But at 70, it will take you 77 feet to get on the brake and 256 feet more to stop!

6. Stopping on a superhighway is dangerous because high speed cars often are unable to stop or veer out in time. This is especially true at night when cars may be traveling too fast to stop within the distance illuminated by headlights. If mechanical or other trouble forces a stop, get completely off the highway and send someone back at least 300 feet with a flashlight or flare.

7. Much has been written about highway hypnosis. While its importance as an accident cause never has been definitely measured, the trance-like state induced by mile after mile of effortless driving, of visual concentration on the car or tail-light ahead, and of listening to the drone of the motor and the rush of wind undoubtedly dulls alertness. The alarms, dangers and the minor emergencies common to driving on old roads keep the instinct of self-preservation functioning; on the superhighway this animal awareness of danger is lulled and relaxed—too much. So play the radio, converse with passengers, play license plate poker or do anything that will keep you from being mesmerized by steady, fast driving.

8. When seeking distraction, though, don't take your eyes from the road. The speed at which traffic is moving on expressways makes quick reaction to danger imperative. So don't let lighting a cigarette, checking a map, or settling a squabble among the children take your eyes from that point several hundred feet ahead of your car where you must see danger and avoid it.

9. Bad weather makes the superhighway no better than the ordinary road. It may even be worse, because some drivers still will be going too fast. Patches of fog and ice in shaded cuts through mountainous areas have brought many travelers to grief. There's nothing about the design of a superhighway that makes ice less slippery or fog less impenetrable. So watch out.

10. By all means don't drive on a superhighway if you are tired or sleepy or if you feel ill. Fast driving requires the utmost alertness and attention.

Farm prices rose two per cent during month to June 15.

● Eyes Examined
● Glasses Fitted

Dr. B. A. Belkin

Optometrist - Optician

Lynchburg, Va.

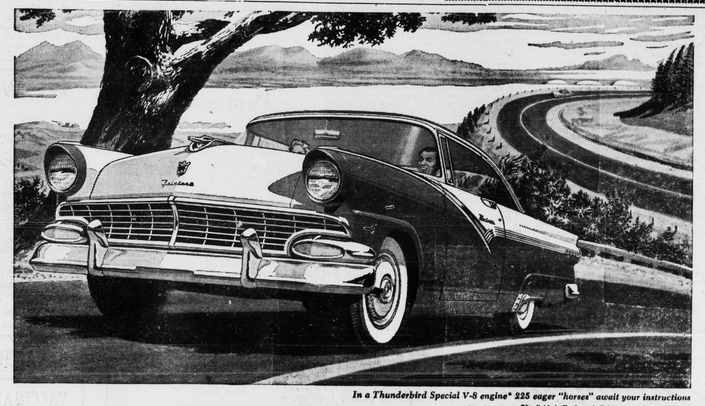
Dial 8-2221 1162 Main

It takes plenty of "know-how" to remove all the dirt and soil from your suit without damaging the material. We know how! Send your suits to us for a thorough reNEWal!

HERNCALL'S

LAUNDRY & DRY CLEANING

Phone 2711 Appomattox, Va.



In a Thunderbird Special V-8 engine 225 eager "horses" await your instructions*

*Available in Fordomatic Fairlane and Station Wagon

For the sheer fun of driving

FORD *goes first!*

Thunderbird power opens a whole new world of driving pleasure . . . makes Ford the best-selling "8" of all!

Ahead of you the highway unwinds like a carelessly coiled rope. Time was when you would have shunned this road—but not now. For firmly under you is a car *designed* to take roads like this in easy stride. Beneath that gleaming Ford hood, 225 eager horses await your orders. Nudge the gas pedal. Gently now . . . look! That truck that was ahead of us is now safely behind. See that flat "S" curve ahead? With Ford's low center of gravity and ball-joint front suspension, we'll follow its twisting turns in sure-footed safety. There, we're through it, and it was *fun!*

Beyond any doubt this '56 Ford will recapture for you the *adventure* of driving. Behind its giant Thunderbird engine, roads that once were an irksome chore become a joy. And suddenly . . . driving is *full of fun* again!

Where a Ford V-8 is concerned, only *driving* is believing. And the keys to a Ford are waiting for you now at your Ford Dealer's. Get behind the wheel of this great road car. Put it through its paces on any highway or byway. When you return we think you'll agree that—Ford, indeed, goes first.

Ford *goes first*... *in performance* ... *in safety* ... *in economy*

NOW! *A FORD with AIR CONDITIONING costs less than many medium-priced cars without it* TRY ONE TODAY!* *Based on a comparison of suggested list prices

YOUR LOCAL FORD DEALER

GREAT TV, FORD THEATRE, WSLS-TV, THURSDAY, 8:30 P. M.